# SDD 13C8 Concrete Pavement Partial Depth Repair **GENERAL NOTES** 1 REMOVE ALL CONCRETE, TO LIMITS SHOWN, TO A MAXIMUM OF 1/2 THE PAVEMENT DEPTH OR TOP OF 2) IF REPAIR IS DEEPER THAN ANTICIPATED SAWCUT, COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND FULL DEPTH OF THE REPAIR. (3) COMPRESSION RELIEF MATERIAL MUST BE USED. THE THICKNESS OF COMPRESSION RELIEF MATERIAL MUST BE EQUAL TO OR GREATER THAN THE WIDTH OF THE JOINT OR CRACK (1/4"). THIS MATERIAL SHOULD EXTEND (4) CLEAN, DRY SAND WHEN NECESSARY. (5) REMOVE UNSOUND MATERIAL BY CHIPPING AT 1:1 SLOPE. 6 1/4" MINIMUM PREFORMED JOINT FILLER IF ADJACENT TO CONCRETE. EDGING REQUIRED. FULLY FORMED EDGE IF ADJACENT TO SHOULDER. **PROFILE VIEW** (7) PAVEMENT TIES AS SHOWN. ALL EMBEDMENTS 6" MINIMUM AND INSTALLED WITH GROUT. (8) (8) OVER 12" (NOMINAL WIDTH) WILL BE PAID AS SURFACE REPAIR. SECTION A-A 9 PAID AS JOINT OR CRACK REPAIR. (10) FULL-DEPTH ADJUSTMENT SHALL BE CHIPPED TO BOTTOM OF PCC PAVEMENT AT 1:1 SLOPE. (11) BEYOND 18" WILL BE PAID AS SURFACE REPAIR. NO. 6 BAR (7) CONTRACTION JOINTS ← Ç ROADWAY — Ç ROADWAY VAR. SPALLED CRACK PLAN VIEW **PLAN VIEW** PROFILE VIEW CRACK REPAIR SURFACE REPAIR ADJACENT CONCRETE LANE OR ASPHALTIC SHOULDER 6 (w) ASPHALTIC SHOULDER 2" MIN. OR ADJOINING LANE PROFILE VIEW PLAN VIEW JOINT REPAIR FULL DEPTH REPAIR ADJUSTMENT **CONCRETE PAVEMENT** EDGE OF PAVEMENT PARTIAL DEPTH REPAIR œ D D STATE OF WISCONSIN 13 DEPARTMENT OF TRANSPORTATION **PROFILE VIEW PLAN VIEW** APPROVED C **EDGE REPAIR** 3-21-2003 /S/ Bill Duckert DATE Ω PAVEMENT ENGINEER

### Concrete Pavement Partial Depth Repair

#### References:

FDM procedure is pending.

## Bid items associated with this drawing:

ITEM NUMBER	DESCRIPTION	<u>UNIT</u>
416.0750.S	Concrete Pavement Partial Depth Repair Joint Repair	LF
416.0752.S	Concrete Pavement Partial Depth Repair Crack Repair	LF
416.0754.S	Concrete Pavement Partial Depth Repair Surface Repair	SF
416.0756.S	Concrete Pavement Partial Depth Repair Edge Repair	LF
416.0758.S	Concrete Pavement Partial Depth Repair Full Depth Adjustment	SF

### Standardized Special Provisions associated with this drawing:

STSP NUMBER TITLE

416 - 015 Concrete Pavement Partial Depth Repair

### Other SDDs associated with this drawing:

SDD 13C9 Concrete Pavement Repair sheet "b"

#### **Design Notes:**

This SDD should be used on Jointed Reinforced Concrete Pavement (JRCP), Jointed Plain Concrete Pavement without dowels (JPCP), and on Jointed Plain Concrete Pavement with dowels (JPCP/d). Partial depth repair is not recommended for repair of Continuously Reinforced Concrete Pavement (CRCP).

Partial depth repair should be used where cracks and joints exhibit failure primarily in the upper one-half of the pavement. When D-cracking or another materials-related distress is present at joints and cracks, cores should be taken as part of the scoping process to determine if the distress is propagating top-down or bottom-up. Partial depth repair techniques are not recommended for bottom-up failures.

In areas where Partial Depth Repair, Full-Depth Adjustment extends beyond 18 inches along the joint, other methods such as full-depth Concrete Pavement Repair should be used.

More severely distressed cracks or joints should be repaired using other methods such as full-depth Concrete Pavement Repair. If more work is needed, it is an indication that the project may not be a cost effective candidate for partial depth repair.

Use appropriate repair techniques for longitudinal cracks.

For projects with faulting greater than 1/4-inch, retrofitting with dowels, followed by continuous diamond grinding to restore rideability, may be required, in conjunction with any partial depth repairs.

When preparing plans, all five items should be included.

#### **Contact Person:**

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